

Fate Works Miracles in Rail Wreck

How the eight men in the mail car were saved from certain death is one of the greatest miracle mysteries of the wreck. The car, the second from the engine, was thrown completely on its side into the ditch below, smashing a sturdy telegraph pole squarely in two and causing the broken portion of the pole to fall across the car.

It is believed that the initial shock, given when Engineer Flynn threw on the emergency brake at the frantic signal of the truck driver, caused the men in the car to grasp the safety rods and that this prevented them from being either killed or severely injured when the car left the track and crashed into the ditch. None was injured by the "stricken" telegraph pole and Fred Wilbrandt of Cleveland, and L. C. McDonald of Norwalk, O., were the only ones to suffer more than slight bruises and a severe shaking-up.

Wilbrandt was walking through the car at the time of the wreck and his back was badly wrenched and a rib was broken. McDonald's hands were badly lacerated.

NEWS-TIMES SURPRISES HIM.
J. H. McGee of New York city, who occupied a berth in the last Pullman car, got his first real information concerning "what it was all about" from The News-Times story of the wreck which he read shortly after being awakened. Mr. McGee declared that he felt the shock of the impact very distinctly but thought it nothing more than a "quick stop" or some other trivial occurrence and resumed his slight interrupted sleep.

Upon awakening at 4 o'clock McGee was able to learn the details from a copy of The News-Times which was on the scene long before that time.

PREFER SUB THRILLS.

Four sailors and one soldier were standing between the third and fourth coaches just before the crash and tell of receiving two warning signals that "trouble was nigh." They came, they said, when the emergency brakes were applied the first and second times but every one of them was surprised at the real shock which came when the flying train crashed into the five-ton truck while traveling 50 miles per hour.

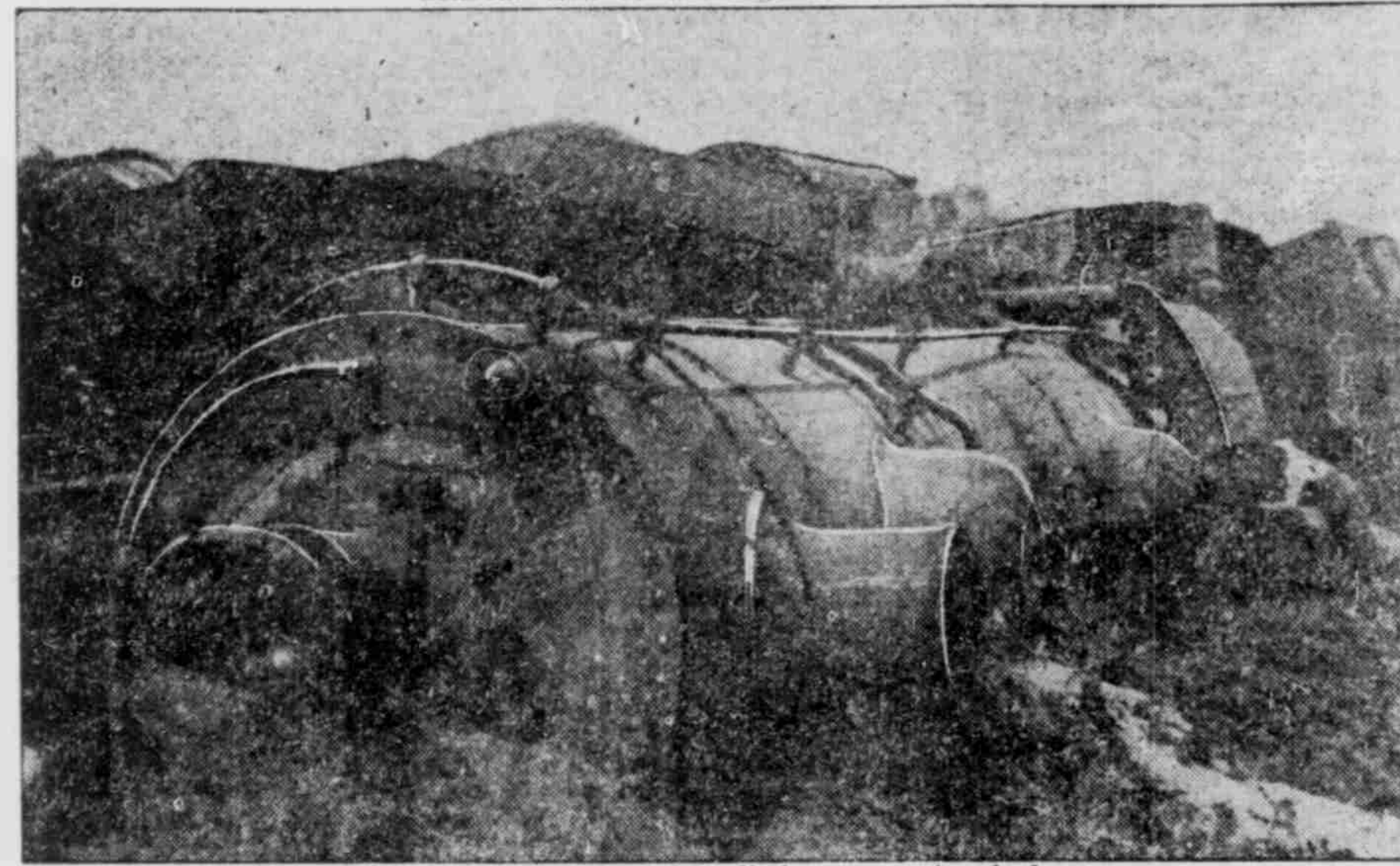
Two of the sailors said that they had been afforded submarine thrills during the war, but if given their choice would much prefer to go through another in preference to the experience they had Thursday.

AMBULANCE "STALLED."
Kreighbaum's ambulance, which

Exclusive Pictures of N. Y. Central Wreck



General view of wreckage at New Carlisle.



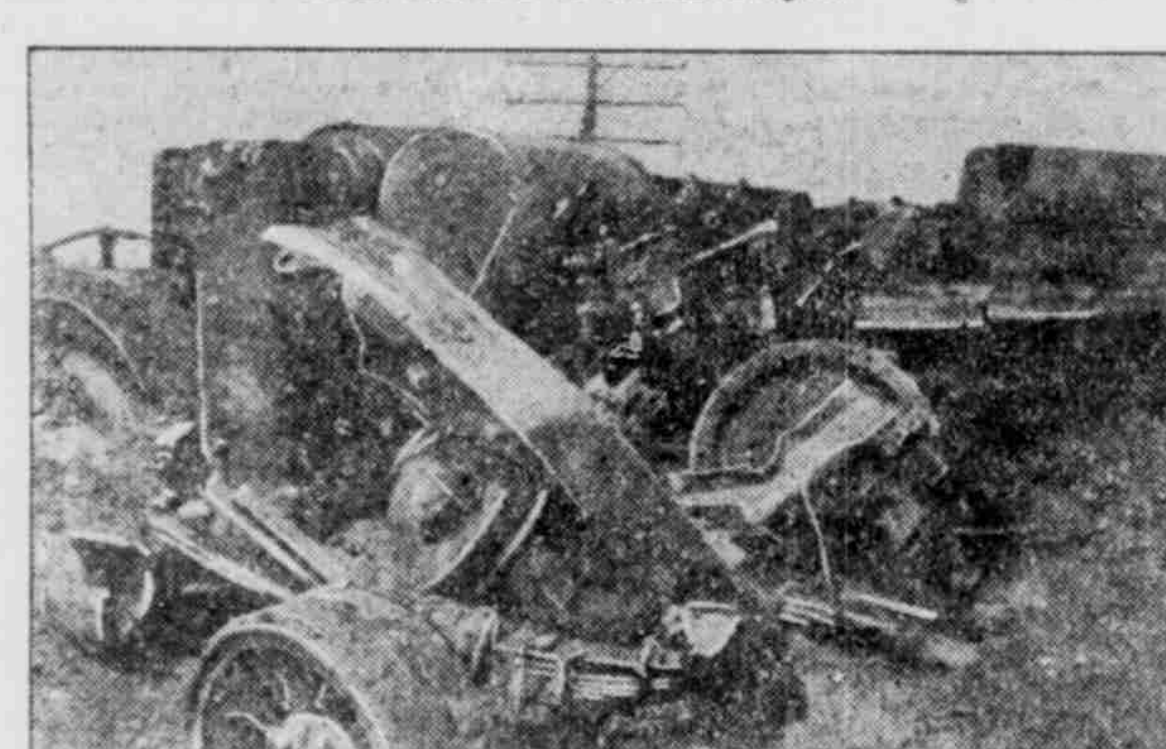
Locomotive half buried in ditch; crew seriously hurt.

Photos by Walter J. Vincent, News-Times Staff Photographer.

was one of the first called, suffered a mishap enroute to the wreck. A leak in the gasoline tank of the ambulance brought the car to a halt after it had gone only five miles out of South Bend. McGann's ambulance, which was summoned at the same time of the call to Kreighbaum, stopped where the other ambulance was stuck, transferred equipment and sped on to the scene of the accident.



Rear coaches of wrecked flyer.



Auto truck, which caused crash, clinging to engine.

Trainmen Injured in Rail Wreck to Recover, Belief

Engineer and Fireman Rest Easily in Local Hospitals—Railmen Labor to Remove Wreckage From Ditch and Repair Right-of-Way—Hundreds Miraculously Escape Death in Crash at New Carlisle.

BY CHARLES M. E. GAN
Staff Correspondent.

As workmen searched Thursday for bodies they feared might have been pinned beneath the wreckage of east bound New York Central train No. 28, at New Carlisle, D. L. Flynn, of Elkhart, Ind., engineer of the ill-fated passenger train, hovered between life and death in the St. Joseph hospital here. He is suffering from severe burns received when his engine plunged headlong into the ditch early Thursday morning, burying beneath it the heavy army truck that caused the accident and which injured several hundred passengers, some few seriously, others escaping with but minor hurts or bruises.

Flynn, in the St. Joseph hospital, and Johnson, at the Epworth, were reported resting easily early today. Their recovery is expected.

A. F. Johnson, of Elkhart, fireman on the limited, was also seriously burned by scalding water, as he stood by his post in the cab. His condition, however, is not expected to prove fatal. Fred Wilbrandt, of Cleveland, O., suffered a broken rib and wrenched back. Len E. McDonald, of Norwalk, O., also a federal employee, was painfully injured, the fingers of both hands being badly mashed. Lew N. Lawson, of Chicago, received a fracture of an arm.

Although many South Bend persons were on the train, Jaul Joers, 640 N. Cushing st., was the only one to suffer any serious injuries. Joers, who is pressman at the Hibbard Printing Co., was riding near the rear of the smoking car and having thrown against the seat opposite when the car turned over, causing the fracture of a rib. The injured man was attended by a New Carlisle physician and Mr. Joers was daughter in an automobile. He was reported as resting easily today. George Hahn, superintendent of the Hibbard Printing Co., and L. B. Gandy, 1717 Dale av., were riding in the car with Mr. Joers but suffered slight ill effects.

Thomas Honan, of Chicago, received severe scalp wounds. Identity of the driver of the heavy army truck, which was enroute overland from Lima to Chicago, could not be learned, and nothing of his whereabouts could be ascertained by rail officials and other investigators today. The man is said to have leaped to safety as his truck was directly in the path of the speeding train and is believed to have left the wreck scene immediately with Zachary Calm, of Indiana Harbor, who was driving another giant motor to Chicago.

That the hundreds of passengers aboard the speeding train miraculously escaped death in a wreck more destructive of property by far than was the recent Porter disaster may be seen by a view of the wreckage in which the locomotive, together with eight coaches, lies buried in a deep embankment along the New York Central right of way. Rail officials regard the wreck a near miracle, inasmuch as the death toll thus far is naught. Hundreds of feet of track, ties and roadbed were torn up as the train, travelling at a terrific speed, left the rails and rode the time for a possible 500 feet then

to topple sidewise down the embankment. Heavy steel rails were twisted and bent as the trucks left their positions to be buried. Instant later in the ditch beneath the mass of wrecked cars.

Passengers Get Warning.
Rail officials said Thursday that the action of the unidentified truck driver, who, after leaping from his truck, dashed up the track toward the train, was probably responsible for the failure of the crash to register casualties, inasmuch as the emergency brake was then applied by Engineer Flynn, which caused passengers and others on the train to grasp available protection from the impact which followed. That warning of the impending danger was given by the truck driver is said to have been verified to rail officials by the engineer. The driver, however, disappeared immediately. The accident occurred when the east bound limited, which leaves Chicago at 11:15 o'clock p. m., and which is due in South Bend at 1:13 a. m., reached New Carlisle at 1 o'clock Thursday morning. The train was travelling down grade and at a rapid speed when it crashed into the army motor truck, which stood squarely in its path. Parts of the truck were strewn along the path for several hundred feet, the engine of the car being thrown along the right of way 200 feet from the crossing as the locomotive raced wild, dragging the machine beneath it.

Every car of the train, including two Pullman, two mail, two passenger and two baggage, left the rails, of which, with the engine, crashed over the edge of the embankment. Occupants of all coaches were thrown helplessly about, many of them suffering painfully.

South Bend Rushes Aid.
How the engineer and fireman escaped from their cabin after the engine had become buried in the ditch is a mystery, but it is believed that both leaped as the engine left the roadbed. Johnson rushed to the mail coach where he solicited aid for the engineer, who was the more seriously burned and injured. Passengers rushed assistance, and with other injured, Flynn and Johnson were taken to the office of New Carlisle physicians, where temporary aid was given.

First information to reach the city relative to the crash was received by The News-Times from R. H. McAuliffe, assistant to the publisher of The News-Times, who was a passenger and although slightly injured was among the first to the aid of those less fortunate. Ambulances and physicians were rushed to the scene from South Bend to administer to the needs of the injured. The police emergency car also responded to the call.

Crossing Treacherous.
The crossing at which the accident happened is treacherous, clear view of it from the roadway being blindfolded from the west because of the angled tracks and highway. An accident, in which much damage was done, occurred more than a year ago when a freight train left the track at that point. Several hundred feet of highway approaching the crossing has not been improved with macadam, pending the elevation which

ANIMALS SHARE IN WRECK SUFFERING

(By Charles Williams.)

Humans were not the only ones to suffer in the crash. The wet one light of dawn found animal sufferers imprisoned in their cages nervously appealing for help. Like the hundreds of persons who were fortunate enough to come out safe from such a terrible experience these animals were unharmed. There was a motley variety ranging from pretty lap dogs to frogs, for fishing purposes, and birds of every description.

As day was breaking, there was heard, amid the groans of the injured, the plaintive cry of a frightened puppy. In the midst of splintered steel, twisted rails and gigantic hulks of the ponderous cars sprawled grotesquely beside shapeless piles of ties and rails, rooted from their bed in the plunge of the mad locomotive, the frightened dog howled pitifully from the narrow

confines of his wicker basket. Perhaps he sensed the perilous predicament he was in. The baggage car with open door, hovered on the edge of a deep pit by the roadbed.

The cage tottered at the very edge of the door, ready with the slightest jolt to plunge to the bottom. The canine cries were in no way futile. A kindly trainman set the basket in a place of safety. The puppy's cries immediately stopped. He no doubt realized that he was again secure, but complaint began again a little later, this time for food. But the lives of the victims were of more importance than the feeding of a hungry dog and his melancholy whimperings had not ceased when the passengers were transferred to another train.

List of Injured

Persons injured in the wreck at New Carlisle, as complete as available late last night follows:

D. L. FLYNN, Elkhart, engineer, seriously scalded about head and body. In critical condition at St. Joseph hospital.

A. F. JOHNSON, Elkhart, fireman, seriously burned and bruised; at Epworth hospital.

PAUL JOERS, 610 N. Cushing st., passenger, South Bend, fractured rib; resting easily at home.

LEW N. LAWSON, Chicago, passenger, broken arm.

FRED WILBRANDT, Cleveland, mail clerk, fractured rib and wrenched back.

L. C. McDONALD, Norwalk, O., mail clerk; badly lacerated hands.

THOMAS HONAN, 3441 Troy st., Chicago; scalp wounds.

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ROCKER—Solid oak, fumed finish, genuine Spanish leather seat	\$15.00	SOLID OAK SWING—5 ft. long; complete with hooks and chain	\$9.00
1.00 Down—\$1.00 Weekly.		1.00 Down—\$1.00 Weekly.	
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